Clean Air Act Compliance Inspection Report

United States Environmental Protection Agency
Region 10 – Seattle, WA

Clean Air Act Full Compliance Evaluation Inspection Report

Christensen Inc.

Yakima, Washington

Inspection Date: May 19, 2022

BRENDAN WHYTE Digitally signed by BRENDAN WHYTE
Date: 2022.07.11 11:49:19 -07'00'

Report Author Signature Date

Brendan Whyte
CAA/TRI Inspector
EPA Region 10

JOHN PAVITT Digitally signed by JOHN PAVITT
Date: 2022.07.11 10:52:42 -08'00'

Peer Review Signature Date

John Pavitt
CAA Inspector
EPA Region 10

DERRICK TERADA Digitally signed by DERRICK TERADA
Date: 2022.07.11 15:10:27 -07'00'

Section Chief Signature Date

Derrick Terada
ATES Section Chief
EPA Region 10

Table of Contents

Attachments

1. Basic Facility and Inspection Information

Facility:	Christensen Inc. 401 West I Street Yakima, WA 98902
Mailing Address:	151 North Commercial Avenue Pasco, WA 99301
AFS/FRS Number:	None
SIC:	5171 (Petroleum Bulk stations and Terminals)
NAICS:	424710 (Bulk gasoline stations, merchant wholesalers)
Permit Number:	None
Facility Contacts:	Jeff Bonnington Regional Operations Manager Christensen Inc. jeff.bonnington@christensenusa.com Eli Elisondo HSSE Manager Christensen Inc. eli.elisondo@christensenusa.com Rick Standley Facility Dispatcher Christensen Inc. rick.standley@christensenusa.com
U.S. EPA Inspectors:	Brendan Whyte Air and Toxics Enforcement Section (ATES) Enforcement and Compliance Assurance Division (ECAD) U.S. EPA Region 10 1200 Sixth Ave. Seattle, WA 98101-3188 (206) 553-1389 whyte.brendan@epa.gov

John Pavitt
ATES, ECAD
U.S. EPA Region 10
222 W 7th Ave, #19,
Anchorage, AK 99513
(907) 271-3688
pavitt.john@epa.gov

Date of Inspection: May 19, 2022

Inspection Start/End Times: 3:00 PM – 4:30 PM

Inspection Notice: This was an unannounced inspection.

This was a multi-media Clean Air Act (CAA) compliance inspection by the Environmental Protection Agency (EPA). Inspector Whyte, EPA Region 10, led the inspection. The Yakima Regional Clean Air Agency (YRCAA) was made aware of the inspection beforehand but was unable to join. The purpose was to identify potential compliance concerns with CAA regulations, specifically to gather information in order to determine if facility is in subject to and in compliance with the 40 CFR Part 63, National Emissions Standards for Hazardous Air Pollutants (NESHAPs) for Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities (Subpart BBBBBB) and Gasoline Dispensing Facilities (Subpart CCCCCC), as well as the 40 CFR Part 60, Standards of Performance (NSPS) for Bulk Gasoline Terminals (Subpart XX).

The following facility description is based on information provided by a facility representative in the opening conference as well as a written response by the facility to EPA's records requests.

The facility was constructed in 1948 and was purchased by Christensen Inc. in 1984. The facility currently distributes fuel products to local customers, most of them rural farms and other agricultural operations. Products include road diesel (un-dyed), off-road diesel (dyed), stove oil, unleaded gasoline, and propane. Fuel oils are delivered by company tanker trucks after being picked up from bulk terminals (not owned by Christensen Inc.). Propane is delivered to the facility via rail to an on-site rail spur.

Diesel and stove oil products make up the bulk of the facility's sales (around 3,000 gallons per day), and unleaded gasoline the minority (2,000-2,500 gallons a week). These products are delivered by company drivers. The facility also sells a small number of lubricants, though it formerly dealt in much larger amounts. The lubricant tank farm is now decommissioned, and the storage tanks are in the process of being sold, though some remain on-site. There are additional decommissioned fuel tanks from a variety of Christensen Inc. facilities placed along the eastern perimeter of the property, which are also in the process of being sold.

There are six buildings on-site: One office building, one storage and maintenance shop, and four disused buildings dating from the original 1948 construction of the facility. The older, wood

floored, buildings are now almost completely abandoned, though they are still used to store a few non-fuel items.

The facility does not currently have any air operating permits or notices of construction.

Disclaimer

This report is a summary of observations and information gathered from the facility at the time of the inspection, a conference call and from a subsequent records review. The information provided does not constitute a final decision on compliance with CAA regulations or applicable permits, nor is it meant to be a comprehensive summary of all activities and processes conducted at the facility.

2. Compliance History

The facility is not entered into EPA's Enforcement and Compliance History Online (ECHO) database.[1] EPA inspectors are not aware of any formal or informal enforcement actions in the last five years.

3. Inspection Elements/Order

a. Pre-Inspection Observations

We went directly to the facility. No observations were made prior to the scheduled inspection.

b. Entry and Opening Conference with facility representatives

Inspector Pavitt and I arrived at about 3:00 PM on May 19, 2022. We were greeted in the front office by Rick Standley, the facility Dispatcher, and signed in at the front desk. After we explained that this was an unannounced CAA inspection, Mr. Standley welcomed us in, and took us to a conference room to conduct the opening conference, where we presented our credentials. I also provided the Notice Regarding Proprietary/Confidential Business Information and Small Business Resources Information Sheet. I also explained the purpose of the inspection in more detail and gave an overview of the inspection process. Mr. Standley told us that he had a family commitment and needed to leave the facility at 4:30 PM that day.

During our opening conference, Mr. Standley informed us that the last modifications to the facility were done six to eight years ago and informed us of the changes in the lubricant sales (which are now very few compared to the past). He also gave a brief history of the facility, including the building uses and an overview of facility operations (outlined in Section 1). We were also informed that there are no natural gas sales from the property, only propane, and that there is no connection to the natural gas pipeline. Mr.

[1] See https://echo.epa.gov/

Standley stated that he inspects by doing a sight, sounds, and smell check for leaks and malfunctions at the facility every morning.

I informed Mr. Standley that Inspector Pavitt would be taking photographs and videos during the inspection, and to please inform us if any information gathered was considered Confidential Business Information. Inspector Pavitt gave Mr. Standley a copy of EPA's Subpart 6B compliance assistance brochure.

The opening conference concluded at 3:35 PM.

4. Facility Walk-Through

The inspection team was escorted by Mr. Standley during the facility walkthrough.

The inspection included a thorough walkthrough of the facility and taking photographs/videos.

The walkthrough began at 3:35 PM. A digital photo log is Attachment 1 to this report.

Fuel Oil and Gasoline Loading Rack

The area around the fuel loading rack was generally clean, free of debris, and with minimal staining from leaked products (photos P5190163 and P5190167). The spill kits were accessible, and clearly marked. I did not see or smell any evident leaks from the equipment, although it was very windy. In addition to the tanker loading equipment, were three fuel dispensing handles for dispensing directly to vehicle tanks. Mr. Standley told us that the facility rarely or never filled vehicles on site, however, one of the dispensing handles was not fully stowed away, with the hose looped out onto the concrete vehicle pad.

Mr. Standley informed us that the only issue they had with the loading rack was that after unleaded fuel was delivered the associated pump would fail to operate due to air in the line. There was a bleed-off valve installed to drain this air, which would come out of the pump with some fuel and fumes. The concrete pad under the bleed-off valve was a markedly different color than the surrounding concrete, indicating that the gasoline has sometimes dripped onto the concrete (photo P5190168). There was a waste tote present to collect extra drizzles and spills of fuel, including the fuel that was collected from the bleed-off valve of the faulty motor.

There was no vapor control or vapor balance system on site, but truck vapors were routed and released above the loading rack roof.

Fuel flow is measured by digital readouts that report to the 100^{th}-of-a-gallon (photos P5190170, P5190171, and P5190172), which Mr. Standley stated that he also checked daily to ensure no leaks were present.

Fuel Storage Tanks

Fuel oil was stored in five tanks within a concrete spill containment area (photos P5190162, P5190164, P5190165, P5190173). Tanks No. 1 and 3 contained off-road diesel, No.2 unleaded

gasoline, No.4 road diesel, and No. 5 stove oil/D1. Tanks No. 1 and 2 were vertical tanks, while 3, 4, and 5 were horizontal tanks. All tanks were bottom fill. The concrete was generally clean and clear of stains, though there was some seepage evident around the fill-pipe of Tank No. 1 (photo P5190169).

Tank fill levels were communicated via satellite and were monitored remotely. All of the tanks had bolted-on lids that Mr. Standley informed us were fitted with rubber gaskets (photo P5190174), though we were unable to inspect the tank roofs. Mr Standley advised us that it was unsafe to climb up the ladder and walk on the catwalk structure to view the tank tops.

Propane Loading Racks and Tanks

The propane equipment consisted of two horizontal propane tanks (photo P5190176), two rail fill lines with a vapor return (for propane delivery; photo P5190179), and a truck fill line with a vapor return (for delivery truck loading; P5190180). The propane tank gauges can be read manually, but also report via satellite for remote monitoring (photo P5190177). Each tank is fitted with a pressure relief valve, both of which were replaced three years prior. Mr. Standley also told us that every valve in the propane system was hooked into a compressed nitrogen driven failsafe and emergency shutoff system (photo P5190181).

The walkthrough ended at 4:15 PM.

5. Closing Conference

At 4:15 PM., our group returned to the facility conference room to discuss the inspection and conduct the closing conference. I led the closing conference and summarized the parts of the facility we had visited during the inspection and our observations related to CAA. I went through my inspection notes and described potential compliance concerns from the inspection. The following were identified as potential compliance concerns during the closing conference:

1. During the walkthrough we observed one bleed-off valve which was regularly used to purge air from the unleaded gasoline pump after fuel loading. Inspector Pavitt and I both noticed evidence of small spills under this valve, and both had some concerns about both the emissions from, and the occupational safety of, this practice [Note: during a post inspection call on June 1, 2022, the facility informed us that this pump had been replaced on May 27th, 2022, and that the bleed-off valve had been removed].

2. While not a direct compliance concern, it would be beneficial, for both compliance monitoring and general maintenance, to have safe access to the tank roofs.

I also presented and explained the records request (Attachment 2) to Mr. Standley, striking one question regarding truck vapor tightness records. We asked the facility to respond to the information request by June 10th, 2022. I explained that the inspection would not be complete until I have reviewed all the records that the facility submitted, reviewed my notes, and written an inspection report. Inspector Pavitt and I departed the facility at 4:30 PM.

6. Post inspection activities

On June 1, 2022, Inspector Pavitt and I conducted a follow-up call over Microsoft Teams with Christensen Inc. representatives Jeff Bonnington (Regional Operations Manager) and Eli Elisondo (HSSE Manager). During this conversation we reiterated our statements made during the closing conference, our compliance concerns, and clarified any questions regarding the information request. Messrs. Bonnington and Elisondo also informed us that the faulty gasoline pump had been replaced on May 27th, 2022, and that the bleed-off valve had been removed.

The facility provided a response to our information request on June 2, 2022. After reviewing the facilities responses, NESHAP Subparts BBBBBB and CCCCCC, and NSPS Subpart XX, I have the following compliance concerns.

1. Subpart BBBBBB § 63.11086 (e) requires each owner or operator of an affected bulk gasoline plant to "submit an Initial Notification that you are subject to this subpart by May 9, 2008, or no later than 120 days after the source becomes subject to this subpart, whichever is later…" In addition, § 63.11086 (f) requires affected facilities to "submit an "Notification of Compliance Status…by the compliance date specified in § 63.11083." I am unable to find a record of an initial notification or notification of compliance status submitted by the facility.

2. Subpart BBBBBB § 63.11094 (g) requires affected facilities to keep records of malfunctions and corrective actions. The facility does not have any records of such events.

3. The facility has four gasoline and diesel dispensing handles usable for dispensing fuel directly to vehicle fuel tanks (photo P5190167), with some indication that they were being used (photo P5190163). While the facility stated that they rarely or never used these handles, any use whatsoever for vehicle fueling would make the facility subject to Subpart CCCCCC (see § 63.11111(a)), and to state/local rules administered by the YRCAA.